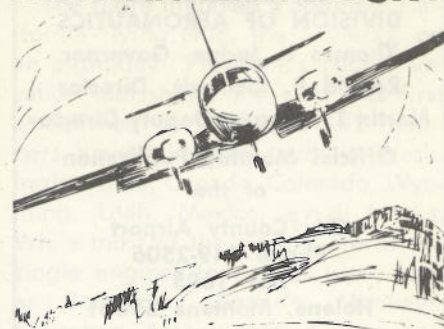


NIGHT SCENE AT YELLOWSTONE AIRPORT.

MONTANA and the SKY

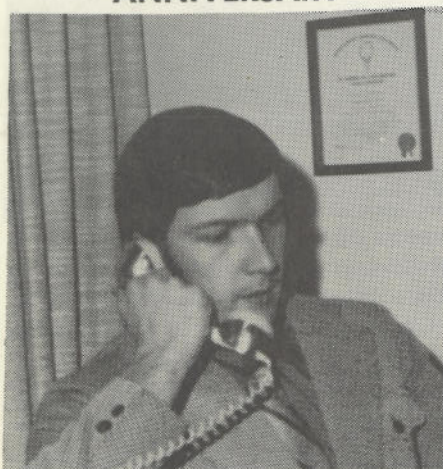


MONTANA DIVISION OF AERONAUTICS

Vol. 26 — No. 8

August, 1975

YELLOWSTONE AIRPORT CELEBRATES TENTH ANNIVERSARY



By: TED MATHIS
Airport Manager

This year the Yellowstone Airport is celebrating ten years of service to Yellowstone Park and surrounding area. The airport, which was dedicated in 1965, was constructed by the U. S. Forest Service, National Park Service, Federal Aviation Administration and the Montana Division of Aeronautics. The latter was charged with the operation and maintenance of the facility.

Yellowstone Airport is served by Western and Frontier Airlines, who provide six flights daily using Boeing 737 and Convair 580 aircraft

During the ten years the airport has been in operation, the two airlines have carried over 150,000 passengers to and from the airport.

The Interagency Fire Control Center, which is located on the north end of the airport, is operated by the U. S. Forest Service and National Park Service. This base provides fire retardant smokejumpers and paramedical assistance to the Yellowstone Park and surrounding forests. During the 1974 season, fire retardant bombers carried 165,550 gallons of retardant from this base and the smokejumpers made 252 jumps.

General aviation activity is extensive at the airport. Private aircraft fly in from all over the continent. These aircraft are provided with a large paved parking area and a full service flight operation on the field.

No one can say what the next ten years of operation will be like at Yellowstone Airport, but if the last ten years are any indication, you can bet that it will be busy.

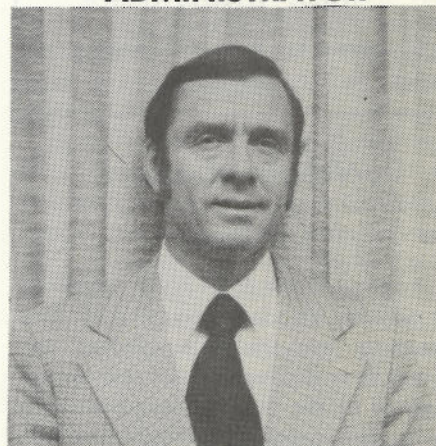
CONTESTANT RECEIVES TRIP

The lucky winner of a Minerals Technology-Aerospace-oriented essay contest was a Butte science teacher named Kathy Stetzner. The contest was held during an Aerospace Workshop at Montana Tech.

The Division of Aeronautics funded the majority of the cost of the work-

shop plus the round trip for Kathy to Cape Canaveral to witness the launch of the Apollo-Soyuz venture and attend various aerospace technology educators' conferences hosted by NASA.

APPOINTMENT OF ADMINISTRATOR



Numerous applications were reviewed by the Board of Aeronautics at a special meeting held in Helena August 8 and 9. Most applicants were well qualified and the selection of the final five was extremely difficult.

The five final recommendations were forwarded to Director Ronald P. Richards of the Department of Community Affairs. After due deliberation, he appointed Michael D. Ferguson to the position of Administrator of the Division of Aeronautics.

**COMMUNITY AFFAIRS
DEPARTMENT OF
DIVISION OF AERONAUTICS**
Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director

**Official Monthly Publication
of the**

**City/County Airport
Phone 449-2506
Box 1698
Helena, Montana 59601**

**Michael D. Ferguson
Administrator**

Board of Aeronautics
Richard O'Brien, Chairman
Thomas F. Kiely, Vice-Chairman
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Bruce Vanica, Member
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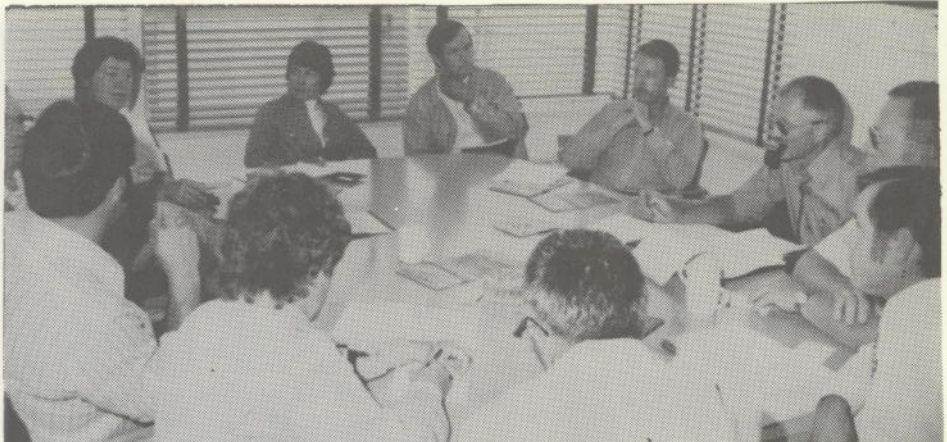
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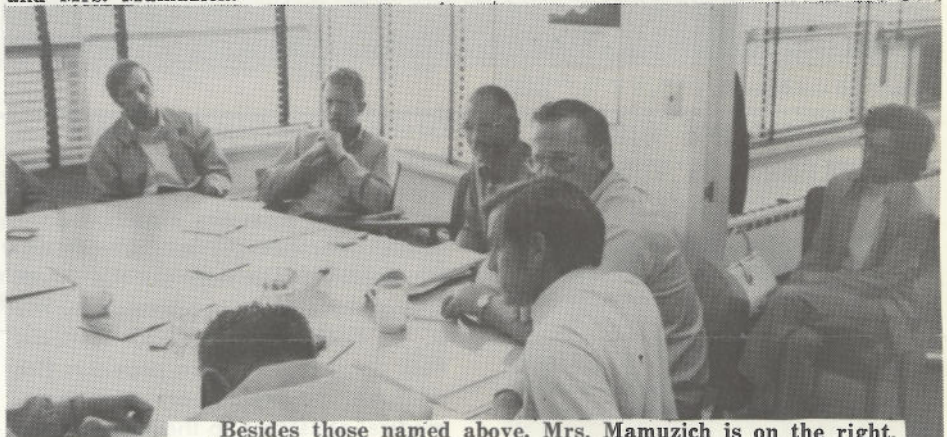
Administrator's Column

I attended the MPA Fly-In/Meeting at Schafer Meadows on July 19. The meeting was held to discuss the Great Bear Wilderness Act and feared closure of the Schafer Meadows Airstrip. This meeting brought up several unanswered questions regarding the Wilderness Act which resulted in a meeting held at the Division of Aeronautics in Helena on July 29.

In spite of adverse weather conditions, the meeting was well attended by representatives of the MPA, the MATA, the 99's, the Montana Wilderness Association, and the U. S. Forest Service. It gave us a great deal of pleasure to have Charles Shaw, retired from the U. S. Forest Service, in



Left to right from left hand corner clockwise: David C. Kneedler, Charlie Shaw, Doris Milner, Liz Gunn, Dale Burk, Henry Galpin, Bill Holman, Herb Sammons, Mike Ferguson, John Mamuzich, Ellen Garrity. Not shown is Jeff Morrison and Mrs. Mumazich.



Besides those named above, Mrs. Mamuzich is on the right attendance. Charlie gave us the history of Schafer Meadows as he was instrumental in building that airstrip in 1932.

Dale Burk of Stevensville, appointee of the Senate Committee, brought us up to date on Senate Bill 392 and how the Great Bear Wilderness Act stands today. I think everyone came away from this meeting with a better understanding of the bill, and pleased that there is no intent to close Schafer Meadows, but only to have language written into the bill which would provide possible future regulatory control on the usage of this airstrip.

* * * * *

We have requested the Attorney General's opinion on several questions which have been presented during meetings between the Division of Aeronautics and the Department of Revenue in regard to House Bill 121 (An Act Requiring the Regis-

tration of Certain Aircraft.) Hopefully this information will be available for our next newsletter publication.

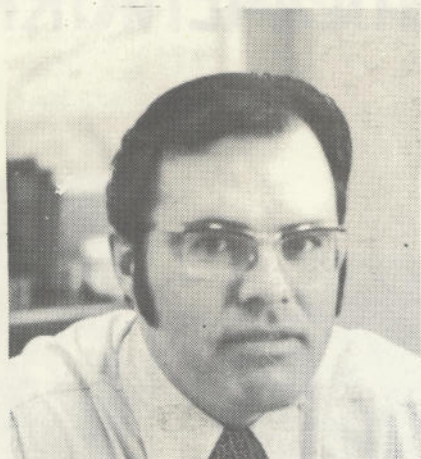
* * * * *

We have been very pleased to have been able to help host the Skylarks of Southern California during the week of August 9 through the 16th. This was a flying tour group of 28 airplanes and 82 passengers. The Skylarks participate in a flying tour to different places each year.

* * * * *

This is the tenth anniversary of the Yellowstone Airport. We feel a great deal of personal pride in the continued and constantly improving operation of this facility and I would like to take this opportunity to congratulate David Kneedler, Chief of the Airport and Airways Bureau, his staff, including Vern Moody and Jerry Burrows, and Ted Mathis, Yellowstone Airport Manager, for the excellent job in the successful operation of this airport.

TEN YEARS OF OPERATION



By: **DAVID C. KNEEDLER,**
Chief Airport/Airways Bureau

June 12, 1965—On that day fifteen years of planning were transformed into reality with the dedication of the Yellowstone Airport at West Yellowstone, Montana. Since then, ten years have gone by as rapidly as years have a habit of passing. And the adage that things do not stand still has been no more true than at the Yellowstone Airport.

What began as a minimum carrier facility with three flights per day handling approximately 4,000 passengers per season, has blossomed into a full scale air carrier airport with six flights per day handling over 20,000 last season. Many additions and improvements have been made since that day in June, 1965; high intensity runway lights, a non-directional radio beacon, crash-fire-rescue facilities, an interagency fire depot for use in combating forest fires, an instrument landing system (currently under construction), VASI (currently under construction), expanded ramp and tie-down area and additional airline service.

Financing and construction of the original airport was a joint venture on the part of various government agencies. The U. S. Forest Service donated the 790 acres of land on which the airport is located. Construction costs of roughly 1.3 million dollars were provided by the National Park Service and the Federal Aviation Administration. The Montana Aeronau-

tics Commission (now the Division of Aeronautics) as sponsor, was charged with maintenance and operation of the airport. Ground breaking ceremonies featuring Senator Mike Mansfield took place on June 2, of 1963 and construction was completed in November, 1964. Dedication day in 1965 attracted over 2,000 persons in addition to approximately 200 aircraft and 1,500 automobiles.

During the summer months of its operation, the Yellowstone Airport is among the busiest air carrier airports in the state. Its heavy usage by tour groups from foreign countries makes it a unique and interesting facility. Increased winter time use of Yellowstone Park and the surrounding area is a factor which will undoubtedly affect the operation of the airport and whether it will continue as a summer-time-only operation.

Plan a trip to Yellowstone this tenth anniversary year. We're sure you'll enjoy it.



Senator Mansfield making a speech at the ground-breaking ceremonies in 1963.

CALIFORNIANS TOUR MONTANA BY AIR

A flight of 28 planes carrying 82 people arrived in Butte August 9 for the first stop of a special tour of Montana, arranged through the Tours Division of the Montana Travel Promotion Unit and Butte's Montana

Paradise Tours, and supervised by the Montana Division of Aeronautics.

The flight involved a Southern California flying club, the Skylarks, on an eight-day "President's Flight" vacation tour. Since the club was first established in 1957, the 132 members have taken air tours in Washington state, Canada, Colorado, Wyoming, Utah, Mexico, and Alaska. While most of the aircraft are of the single engine, four-place type, such as Bonanzas, Cessna's, Mooneys, Cherokee Arrows and Comanches, there are a few twin Travelairs, Cessna 310's and a Cessna 402.

The flight group arrived in Butte August 9 with an official welcome by the Butte Chamber of Commerce and city and state officials. Jack Wilson, Chief of the Safety and Education Bureau of the Montana Division of Aeronautics, met the group in Butte and acted as official flight guide on all legs of the Montana tour.

The club visited Virginia City, enjoyed a repertory production by the Virginia City Players; moved on to the Quake Lake area for fishing, and then spent the night at Fairmont Hot Springs Resort. The Skylarks toured the Berkeley Pit in Butte, the Museum of Mining and the W. A. Clarke Mansion.

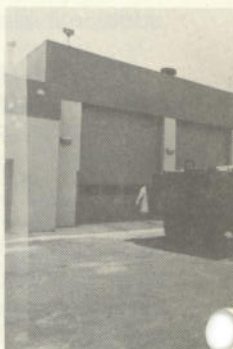
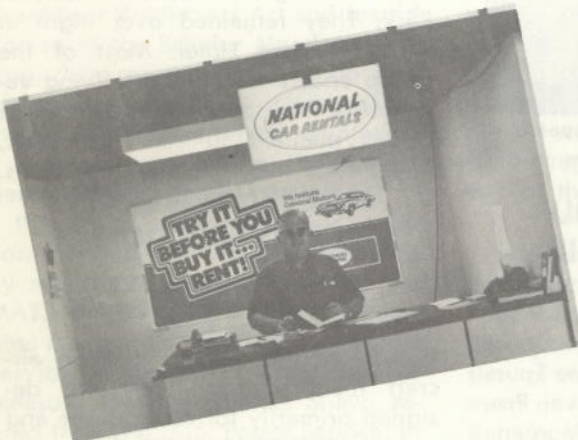
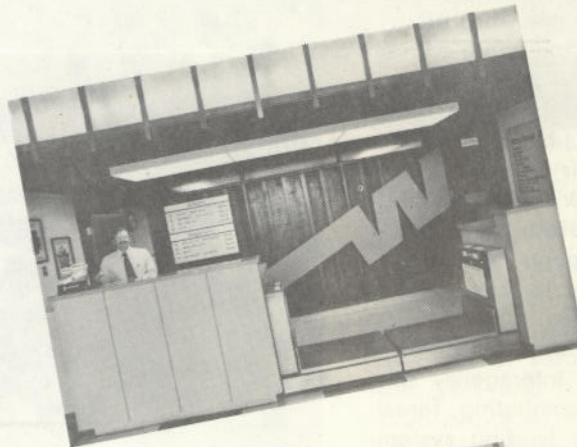
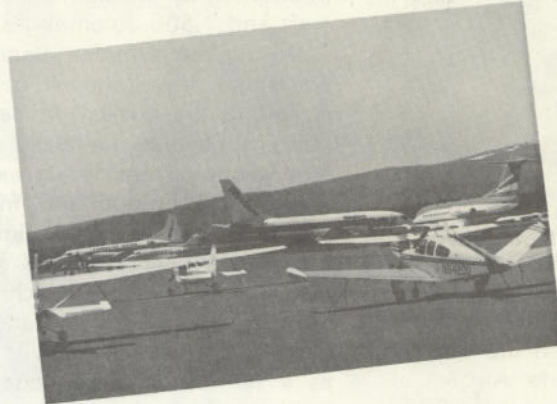
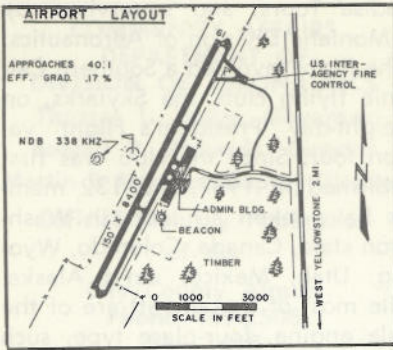
Upon departure from Butte, the club flew to Benchmark and to Helena for a reception with Governor Judge and visits to the Historical Society Museum and the Capitol, with a barbeque at Gates of the Mountain. The group then took off Thursday morning for Glacier National Park. They remained over night at Many Glaciers Hotel. Most of the group ended the Montana flying vacation at Kalispell on Friday while others planned to visit Cut Bank, Great Falls and other Montana cities.

MODERN AIRCRAFT CONSTRUCTION

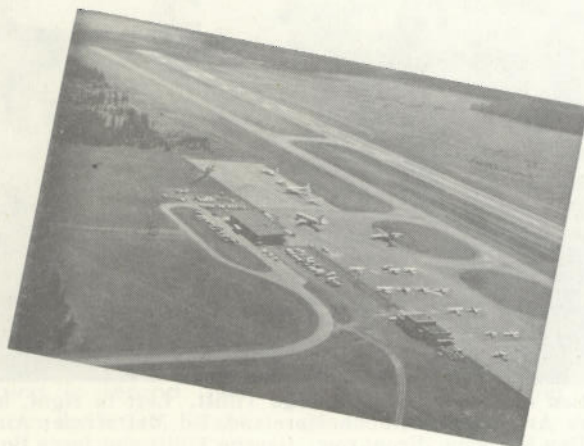
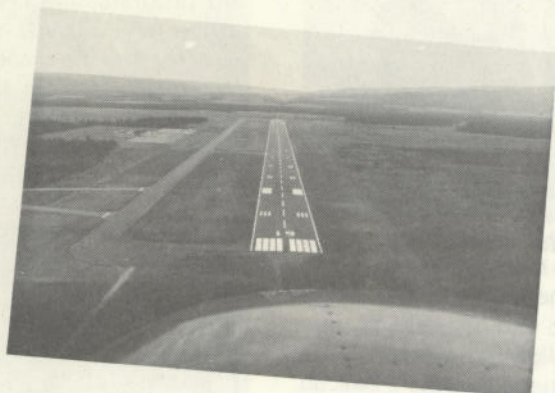
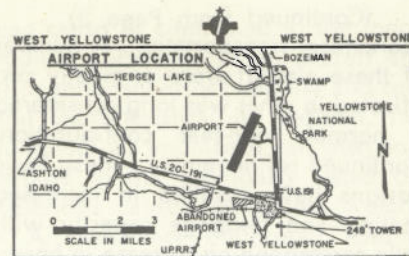
By: **JAKE DEMMERLY**
Accident Prevention Specialist,
Helena GADO

Most of the general aviation aircraft manufactured today are designed primarily for comfortable and
(Continued on Page 6)

YELLOWSTONE AIRPORT



T— 10th ANNIVERSARY



(Continued from Page 3)
economical transportation. A number of these aircraft were originally certificated in what was long considered a normal four-seat configuration. Continued refinements of these basic designs have resulted in increased seating and baggage capacity with little corresponding increase in horsepower.

Current general aviation accident statistics record all too well the need of a growing number of pilots for greater appreciation of the importance of weight and balance control as it relates to their safety in flight.

Of all the vehicles involved in the transportation medium, the aircraft is most susceptible to trouble if weight and balance considerations are ignored. Its limits are the most easily exceeded. Furthermore, such weight and balance problems are even more critical during take-offs and landings when optimum performance, stability and control are essential.

Excessive weight alone can reduce the performance capabilities of an aircraft and cause increase in takeoff speed and distance, an increase in stalling speed, landing speed and rollout distance. It can also reduce the rate and angle of climb, reduce maneuverability and service ceiling as well as reducing the cruising speed and range.

Center of gravity location alone can cause or contribute to the longitudinal imbalance of an aircraft and thus seriously affect stability and control characteristics. In addition, this longitudinal imbalance can also contribute to the previously listed deficiencies caused by excess weight.

An assurance of proper loading and performance capabilities are important at any time but become extremely critical and are absolutely necessary for any mountainous area operation.

Remember, the pilot has the final responsibility for the proper weight and balance of the aircraft.

The Post Office relinquished operation of its air-mail routes to private contractors on August 31, 1927.

FORSYTH AIRPORT DEDICATION



By: **JERRY BURROWS**
Aviation Representative

The new one-half million dollar Forsyth Airport and its related medium intensity lighting system, VASI and non-directional radio beacon were officially opened during dedication ceremonies Sunday, July 27.

In a surprise move by the Rosebud County Commissioners, the airport was officially renamed Tillitt Field in honor of George Tillitt, who has been airport manager for over 25 years and the prime force in improving the airport. This writer had the honor of presenting a Certificate of Appreciation to George Tillitt in behalf of the County Commissioners along with a copy of the resolution. It was the first time I have known George to be speechless.



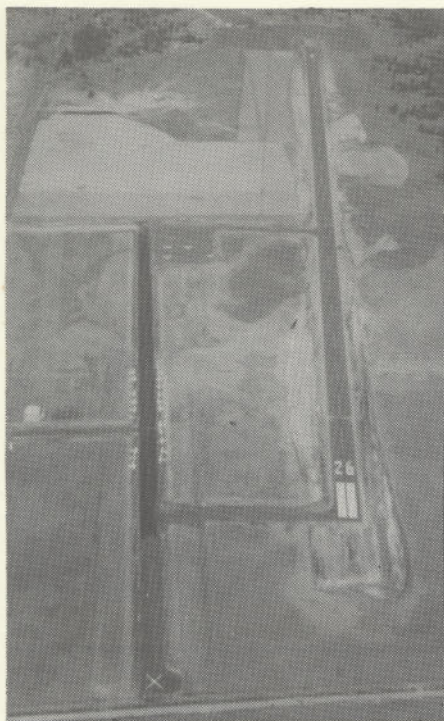
Presentation of certificate to George Tillitt. Left to right, back row: County Commissioners Art Kamhoot, John Moreland, Ed McDaffree; Airport Board, Karl Heberle and Don Herndon. Front row: George Tillitt and Jerry Burrows.

Approximately 45 aircraft flew in to take part in the dedication ceremonies, fly-in breakfast, flour bombing and spot landing contest and demonstrations of radio controlled model aircraft.

Robie Strickland, Chief of the FAA Airport District Office for Montana, discussed the airport development aid program, the FAA's participation in the new airport, and his appreciation for the fine cooperation his office received from the County Commissioners, airport board, and especially George Tillitt during the planning and construction of the airport. (Continued on Page 7)



Robie Strickland, Chief of the FAA Airport District Office, speaking at the Tillitt Airport dedication.



Aerial view of George Tillitt Airport.

(Continued from Page 6)

During the airport construction a non-directional radio beacon (H-Marker) was installed and a public-use instrument approach is now available on Tillitt Field. The state facility operates on a frequency of 236 Khz. This facility was mentioned in my remarks on behalf of the Division of Aeronautics, along with our "Congratulations for a job well done" to the Forsyth community. George was questioned about the new bright red windsock flying above his hangar which strongly resembled a pair of lady's pantyhose. No satisfactory answer was received.

A fine breakfast was provided for the flyers, local residents and other visitors after which various aerial contests were held. The flour bombing contest winner was Sam Pettigrew of Miles City, with Rosebud County Commissioner, Art Kamhoot, scoring a close second. Art was also cited as the oldest pilot taking part in the ceremonies. Miles City wrapped up the spot landing contest with Clarence Cridland first and Gus Magnuson bringing in second. The pilot flying in from the most distant city was Ian Elliot from Bozeman.

Tom Clifford, Forsyth, was the youngest pilot.

The new 4800 foot paved runway and associated navigational and landing aids ranks Tillitt Field among the top 20 airports in Montana.

Martin Olson, Forsyth, acted as Master of Ceremonies during the dedication.

Also representing the Division of Aeronautics was Vern Moody and his family.

MODERN AIRCRAFT CONSTRUCTION

By: JAKE DEMMERLY
Accident Prevention Specialist,
Helena GADO

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Letters to the Editor

Mr. Michael D. Ferguson
Acting Administrator
Division of Aeronautics
Municipal Airport
Helena, Montana 59601

Dear Mr. Ferguson:

I would like to express my personal thanks to you as well as the entire Division of Aeronautics for sponsoring my successfully rewarding venture to the Apollo-Soyuz Launch. From this experience, as well as from my participation in the Aerospace/Earth Science Workshop, I am able to see many avenues opening for teachers in the Butte School District.

The information derived from this experience has been great. However, I feel the greatest benefit is my being able to bring back to my classroom, fellow teachers and community the knowledge and awareness of the entire space program and the definite effect it has and will have on all of us in every phase of our lives.

The fundings you are providing for the Aerospace Workshops at Montana Tech have been and I am sure will continue to be utilized to the greatest extent. This program is very worthwhile and necessary to enhance the science curriculum in the Butte school system. In the future, I will do my utmost to promote this workshop within the ranks of my fellow employees and in any other areas of the community deemed

necessary.

Once again a sincere thank you for enabling me to participate in viewing the Apollo-Soyuz Launch which was an experience unsurpassed by any others in my lifetime.

Sincerely,
/s/Kathy Stetzner



CALENDAR

Sunday, August 31—8th Annual Garfield Sky Riders Dryland Salmon Barbeque. Bob Wheatcroft Ranch Airport. Free barbeque at 12:00 noon, 18 miles, 240° magnetic from Jordan, Montana.

September 4-6 — International Northwest Aviation Council Annual Convention, Sun Valley, Idaho.

September 12-14—Reno Air Races. National Pilot Association Fly-in weekend at Reno, Nevada. Members and non-members invited. For more information contact NPA, 802 15th Street, N.W., Washington, D. C. 20005.

September 14—Hebbelman Fly-In, Chinook (Tentative).

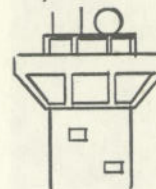
October 3-5 — Montana Flying Farmer Convention, Kalispell, Outlaw Inn.

November 11 — Golden Sentinel, FAA Rocky Mountain Region, Lewistown.

November 12 — Golden Sentinel, FAA Rocky Mountain Region, Glasgow.

November 13 — Golden Sentinel, FAA Rocky Mountain Region, Glendive.

November 14 — Golden Sentinel, FAA Rocky Mountain Region, Miles City.



TOWER OPERATIONS

	Total Operations	Instrument Operations
JUNE 1975		
Billings	11,006	2,233
Great Falls	11,274	2,053
Missoula	8,212	848
Helena	4,369	595
JULY 1975		
Billings	11,499	2,257
Great Falls	13,288	2,089
Missoula	7,927	747
Helena	4,798	641

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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